

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **PASCO DIVISION**

# **TIME 34 TABLE**

**In Effect at 12:01 A. M. Pacific or 120th Meridian Time**

**(One hour slower than Mountain or 105th Meridian Time.)**

**SUNDAY, Apr. 23rd, 1911**

**For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.**

**H. C. NUTT,**  
General Manager.

**I. B. RICHARDS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**J. L. DeFORCE,**  
Superintendent.

**J. C. ROTH,**  
Assistant Superintendent of Transportation.

THIRD CLASS TRAINS.				SECOND CLASS.				Time Table No. 34. Apr. 23, 1911 Succeeding No. 83.										FIRST CLASS TRAINS.				
885		883		603		Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Cheney	Station	Distance from Pasco	Capacity of Passing Tracks	1		5		41		257		3			
Way Freight	EXCEPT SUNDAY	Way Freight	EXCEPT SUNDAY	Freight	DAILY						Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY
			4.20 AM 602		8.40 PM 4	1592 W O Y	0.0	CY.....	129.9	75	* 7.23 AM 5-2-42	* 8.15 AM 1-2	* 5.20 PM	* 7.40 PM	* 9.50 PM 4							
			4.40 4.45-602		9.00 9.05	1597	4.9	.....MIDWAY.....	125.0	60	* 7.32	* 8.25	* 5.30	* 7.48	* 10.00							
			5.10		9.25	1603 W	10.6	TY.....TYLER.....	119.3	120	* 7.40	f 8.37	f 5.40	* 7.55	* 10.10							
			5.25		9.35	1607	14.4	VA.....FISHTRAP.....	115.5	60	* 7.45	f 8.45	f 5.47	* 8.02	* 10.16							
			5.55 6.00-42		9.50	1612	19.6	.....KLINE.....	110.3	120	* 7.54	* 8.55 6	* 5.56	* 8.10	* 10.25							
			6.25 7.00 2		10.00	1617 W C Y	24.7	SX.....SPRAGUE.....	105.2	120	* 8.03	9.05	6.05	8.20 4	10.33							
			7.30		10.15	1621	28.8	.....CONCORD.....	101.1	60	* 8.10	* 9.12	* 6.12	* 8.38	* 10.41							
			8.05 8.25-1-0		10.30	1627 W	34.5	HI.....KEYSTONE.....	95.4	120	* 8.20 8-883	f 9.22 884	f 6.20	* 8.45	* 10.50							
			8.55 884		10.45	1633	40.1	N.....TOKIO.....	89.8	120	* 8.30	f 9.32	* 6.30	* 8.55	* 10.58							
			9.15		10.55	1637	44.8	R.....COKER.....	85.1	60	* 8.38 884	* 9.38	* 6.37	* 9.03	* 11.05							
			9.30 10.00-5		11.07 11.17	1641 W	48.3	RV.....RITZVILLE.....	81.6	120	* 8.45	9.45 883	6.45	9.10	11.12 603							
			10.30		11.35	1647	54.2	.....ESSIG.....	75.7	60	* 8.55	* 9.54	* 7.00	* 9.19	* 11.21							
			10.45		11.45	1649 W	57.7	NA.....PAHA.....	72.2	120	* 9.02	f 10.00	f 7.15 4	* 9.25	* 11.27							
			11.10		11.55 PM	1653	61.4	.....RUBY.....	68.5	60	* 9.09	* 10.07	* 7.23	* 9.32	* 11.35							
			10.30 AM 5		12.05 AM	1658 W C T	65.4	LD.....LIND.....	64.5	120	* 9.15	10.15 885	7.30	9.40	11.42							
			11.00		12.30	1662	60.6	.....AKRON.....	60.9	60	* 9.23	* 10.23	* 7.40	* 9.48	* 11.50							
			11.30		12.50 602	1667	73.3	PX.....PROVIDENCE.....	56.6	120	* 9.30	* 10.30	* 7.48	* 9.55	* 11.57 PM							
			11.50 AM 11.55 258		1.00	1670	76.4	.....BEATRICE.....	53.5	60	* 9.35	* 10.35	* 7.55	* 10.00	* 12.02 AM							
			12.40 PM 886		1.15	1674 W	81.3	SC.....CUNNINGHAM.....	48.6	120	* 9.42	f 10.42	f 8.05	* 10.08	* 12.10 602							
			1.00		1.25	1677	84.5	TW.....HATTON.....	45.4	60	* 9.47	f 10.48	f 8.13	* 10.13	* 12.16							
			1.30		1.45	1682	89.0	.....EMERY.....	40.9	60	* 9.53	* 10.56	* 8.24	* 10.21	* 12.26							
			2.15 3.15		2.00	1686 W Y	93.5	CN.....CONNELL.....	36.4	120	* 10.00	f 11.00 258-886	f 8.85	* 10.30	f 12.36							
			3.35		2.15	1690	98.8	.....CACTUS.....	31.1	60	* 10.08 886	* 11.08	* 8.45	* 10.37 602	* 12.43							
			4.00		2.25	1695 W	103.6	AK.....MESA.....	26.9	120	* 10.15	f 11.15	f 8.53	* 10.45	* 12.50							
			4.15		2.35 2.40 42	1698	105.4	.....VALE.....	24.5	60	* 10.20	* 11.20	* 9.00	* 10.50	* 12.55							
			4.45		3.00	1704 W	111.9	W.....ELTOPIA.....	18.0	120	* 10.28 258	f 11.30	f 9.10 602	* 10.59	* 1.04							
			5.18 5.23 4		3.15	1709	116.9	.....SAGEMOOR.....	13.0	60	* 10.35	* 11.38	* 9.20	* 11.06	* 1.12							
			5.50		3.30 3.35-2	1714	121.6	GD.....GLADE.....	8.3	120	* 10.45	* 11.45 AM	* 9.30	* 11.15	* 1.20							
			6.30 PM		4.15 AM 6	1721 W C Y T	129.9	PA.....PASCO.....	0.0	Yard	11.00 AM	12.01 PM	9.50 PM	11.30 PM	1.35 AM 42							
			EXCEPT SUNDAY		DAILY						DAILY	DAILY	DAILY	DAILY	DAILY							
			8.00		7.35						3.37	3.46	4.30	3.50	3.45							
			8.1		17.1						35.9	34.7	28.9	33.9	34.6							

Registering and Bulletin Stations—Cheney and Pasco.  
Nos. 883, 884, 885 and 886 will register at Lind.  
Standard Clocks—Cheney, Lind and Pasco.  
Maximum grades between Providence and Cunningham.  
Derailing switches in passing track must always be left open when cars are left on passing track.  
Lind is district terminal for trains 883, 884, 885 and 886.

Trains must not exceed speed of 8 miles per hour over street crossings in Cheney, Sprague, Ritzville and Lind.  
Engineers will not be required to consult register except at initial or starting point.  
First-class trains when 15 minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Cheney, Sprague, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.  
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

FIRST CLASS.					EAST BOUND								
4	258	6	2	42	Station Nos. Water, Coal, Scales, Tables and Wyes	Distance from Cheney	April 23rd., 1911 Succeeding No. 83		Distance from Pasco	Capacity of Passing Track	602	804	888
Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight			Way Freight		
DAILY	DAILY	DAILY	DAILY	DAILY	STATIONS.	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY					
9.15 PM 3-603	2.50 PM	* 9.40 AM	* 7.23 AM 1-42-5	6.45 AM 2.1	Telegraph Offices and Calls	5.05 AM 883							
* 9.05 603	* 2.36	* 9.30	* 7.18	* 6.35	1592 W C Y	0.0	CY.....CHENEY.....N	129.9	75	5.05 AM 883	12.30 PM		
* 8.52	f 2.23	* 9.17	* 7.08	f 6.23	1597	4.9	.....MIDWAY.....	125.0	60	4.45 883	12.10 PM		
* 8.45	f 2.13	* 9.08	* 6.53	* 6.15	1603 W	10.6	TY.....TYLER.....D	119.3	120	4.32	11.45 AM		
* 8.33	f 2.00	* 8.55 5	* 6.41	* 6.00 883	1607	14.4	VA.....FISHTRAP.....N	115.5	60	4.20	11.20		
* 8.20 257	1.47	f 8.40	* 6.30 883	5.45	1612	19.6	.....KLINE.....	110.3	120	3.55	10.45		
* 8.10	* 1.37	* 8.30	* 6.23	* 5.35	1617 W C Y	24.7	SX.....SPRAGUE.....N	105.2	120	3.30	10.10		
* 8.00	f 1.27	* 8.20 1-883	* 6.15	* 5.25	1621	28.8	.....CONCORD.....	101.1	60	3.17	9.40		
* 7.50	f 1.17	* 8.10	* 6.08	* 5.15	1627 W	34.5	HI.....KEYSTONE.....N	95.4	120	3.00	9.22 9.17 5		
* 7.41	* 1.07	* 8.01	* 6.00	* 5.07	1633	40.1	N.....TOKIO.....	89.8	120	2.45	8.55 883		
7.35	1.00	7.55 884	* 5.55	5.00	1637	44.8	R.....COKER.....	85.1	60	2.30	8.38 8.33 1		
* 7.22	* 12.45	* 7.40	* 5.43	* 4.45	1641 W	48.3	RV.....RITZVILLE.....N	81.6	120	2.20	8.00 7.10 6		
* 7.15 41	f 12.38	* 7.33	* 5.35	* 4.35	1647	54.2	.....ESSIG.....	75.7	60	1.55	6.30		
* 7.06	* 12.30	* 7.23	* 5.27	* 4.25	1649 W	57.7	NA.....PAHA.....D	72.2	120	1.40	6.10		
7.00	12.22	7.15	* 5.20 884	4.15	1653	61.4	.....RUBY.....	68.5	60	1.25	5.45		
* 6.51	* 12.12	* 7.05	* 5.10	* 4.05	1658 W C T	65.4	LD.....LIND.....N	64.5	120	1.10	5.30 AM 2	2.30 PM	
* 6.45	f 12.05 PM	* 7.00	* 5.05	* 4.00	1662	69.0	.....AKRON.....	60.9	60	1.00	2.00		
* 6.33	* 11.55 AM 885	* 6.47	* 4.58	* 3.52	1667	73.3	PX.....PROVIDENCE.....	56.6	120	12.50 603	1.40		
* 6.28	f 11.40	* 6.40	* 4.47	* 3.38	1670	76.4	.....BEATRICE.....	53.5	60	12.35	1.20		
* 6.20	f 11.30	* 6.32	* 4.40	* 3.30	1674 W	81.3	SC.....CUNNINGHAM.....N	48.6	120	12.10 12.05 AM 3	12.40 885		
* 6.10	* 11.15	* 6.20	* 4.30	* 3.17	1677	84.5	TW.....HATTON.....D	45.4	60	11.45 PM	12.20 PM		
* 6.00	11.00 5-886	6.10	* 4.20	3.05	1682	89.0	.....EMERY.....	40.9	60	11.23	11.53 AM		
* 5.52	* 10.50	* 5.59	* 4.10	* 2.53	1686 W Y	93.5	CN.....CONNELL.....N	36.4	120	11.00	11.20 10.45 5-258		
* 5.45	f 10.43	* 5.52	* 4.05	* 2.45	1690	98.8	.....CACTUS.....	31.1	60	10.37 10.32 257	10.08 10.03 1		
* 5.40	* 10.38	* 5.45	* 4.00	* 2.40 603	1695 W	103.0	AK.....MESA.....D	26.9	120	10.02	9.40		
* 5.30	f 10.28 1	* 5.35	* 3.50	* 2.29	1698	105.4	.....VALE.....	24.5	60	9.45	9.30		
* 5.23 885	* 10.15	* 5.27	* 3.43	* 2.20	1704 W	111.9	W.....ELTOPIA.....N	18.0	120	9.10 9.05 41	9.00		
* 5.15	* 10.05	* 5.20	* 3.35 603	* 2.13	1709	116.9	.....SAGEMOOR.....	13.0	60	8.40	8.35		
5.00 PM	9.50 AM	5.05 AM 603	3.20 AM	2.00 AM 3	1714	121.6	GD.....GLADE.....	8.3	120	8.25	8.15		
DAILY	DAILY	DAILY	DAILY	DAILY	1721 W C Y T	129.9	PA.....PASCO.....N	0.0	Yard	7.50 PM	7.40 AM		
4.15	5.00	4.35	4.03	4.45						DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	
30.6	26.0	28.4	32.1	27.3			Time over District.			9.15	7.00	6.50	
							Average Speed per Hour.			14.0	9.3	9.4	

FIRST CLASS.

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EAST BOUND

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*Amc*

NORTHERN PACIFIC RAILWAY,  
Office of the Division Superintendent,  
(PASCO DIVISION)

Pasco, May 19th., 1911.

Bulletin No. 783  
Circular No. 644.

TO ALL CONCERNED:

Effective May 20th., Connell will be a  
regular stop for Train No. 4, for passengers and baggage.

J. L. De Force,

Superintendent.

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

THIRD CLASS TRAINS.		SECOND CLASS.		Time Table No. 34. Apr. 23, 1911. Succeeding No. 83.																
921	889	887	673	603	Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from Pasco	STATIONS.		Distance from Ellensburg	Capacity of Passing Tracks	3	289	1	5	291	41	257	279	281
S. P. & S. Way Fgt.	Way Freight	Way Freight	S. P. & S. Freight	Freight				Passenger	S.P.&S.No3 Passenger			Passenger	Passenger	S.P.&S.No1 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Mon. Wed. Fri.	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	DAILY				Telegraph Offices and Calls				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
7.00AM 887		7.30AM 921	5.00AM 6-603	5.45AM 6-673	W C T Y	1721	0.0	PA.....PASCO.....N	1.0	125.8	Yard	1.45AM 289-42	1.55AM 3-42-290	11.10AM	12.10PM 291	12.40PM 5	10.00PM	11.40PM		
7.08AM			5.08AM			1722	1.0	S.P. & S. JUNCTION.	1.1	124.8	00	1.50 290	1.59AM			12.44PM				
		7.55		6.00		1724	2.1	K.....KENNEWICK.....N	5.0	123.7	60	1.55		* 11.17	f 12.18		f 10.10	f 11.47		
		8.25		6.30	W	1729	7.1	RF.....VISTA.....N	4.5	118.7	120	* 2.10		* 11.29	f 12.30		* 10.20	* 11.59PM		
		8.50 8.55 <sup>258</sup>		6.48		1733	11.6	.....ERIE.....	4.6	114.2	60	* 2.17		* 11.35	* 12.37		* 10.28	* 12.06AM		
		9.30		7.00		1739	16.2	BA.....BADGER.....N	3.5	109.6	120	* 2.27		* 11.45	f 12.45		* 10.37	* 12.15		
		9.45		7.10		1742	19.7	.....ROME.....	3.4	106.1	60	* 2.35 2		* 11.50	* 12.52		* 10.42	* 12.20		
		10.15		7.20	W	1745	23.1	KI.....KIONA.....N	5.8	102.7	120	* 2.42		* 11.55AM	f 1.00 888		f 10.50	* 12.25		
		10.50		7.40		1751	28.9	.....CHANDLER.....	4.9	96.9	60	* 2.52		* 12.05PM 888	* 1.10		* 11.02	* 12.35 42		
		11.20AM 888		8.00 8.05 <sup>258</sup>		1756	33.8	GI.....GIBBON.....N	5.7	92.0	120	* 3.02		* 12.13	* 1.20		* 11.12	* 12.45		
		12.15PM 1.45 1-5		8.35	W	1762	39.5	PR.....PROSSER.....N	5.5	86.3	120	3.12		* 12.25 887	1.30 887		11.25	* 12.55		
		2.35 2.40 <sup>602</sup>		9.00		1767	45.0	.....BYRON.....	6.4	80.8	60	* 3.22 6		* 12.35	f 1.42		* 11.35	* 1.05		
		3.23 3.28 <sup>4</sup>		9.35	W	1774	51.4	MB.....MABTON.....N	3.2	74.4	120	3.32		* 12.46	1.55		f 11.50 42	* 1.15		
		4.00		9.50		1777	54.6	.....EMPIRE.....	5.1	71.2	60	* 3.38		* 12.53	* 2.02 602		* 11.55PM	* 1.22		
		4.25		10.15		1782	59.7	SU.....SATUS.....N	5.4	66.1	120	* 3.47		* 1.02	* 2.15		* 12.05AM	* 1.35 2		
		5.00		10.45		1787	65.1	AF.....ALFALFA.....D	1.6	60.7	70	f 3.57		* 1.10	* 2.27		* 12.15	* 1.45		
		5.10		10.55		1789	66.7	.....SUNNYSIDE JUNCTION.....	3.4	59.1		* 4.00		* 1.13	* 2.32		* 12.20	* 1.48	9.40AM	6.20PM
	8.30AM	5.30PM 281		11.20	W C T	1792	70.1	TN.....TOPPENISH.....N	3.9	55.7	120	4.07		* 1.20 602	2.41 890		12.30	* 1.55	9.50	6.30
	8.45			11.45AM		1796	74.0	.....MONTE.....	3.4	51.8	60	* 4.13		* 1.27	* 2.55 4		* 12.38	* 2.02	f 9.58	f 6.40
	9.15			12.10PM		1800	77.4	WA.....WAPATO.....N	4.3	48.4	120	f 4.20		* 1.35 890	f 3.01 280		* 12.47	* 2.10	10.05	6.50
	9.50			12.45 602-890		1804	81.7	.....PARKER.....	3.7	44.1	60	* 4.27		* 1.42	* 3.12		* 1.00 2	* 2.20 6	f 10.15	f 7.00
	10.20 10.30 <sup>279</sup>			1.05		1807	85.4	KM.....YAKIMA CITY.....N	3.7	40.4	60	* 4.33		* 1.50	* 3.20		* 1.10	* 2.28	f 10.25 889	f 7.10
	10.50 11.30AM 890			1.30	W C Y S	1811	89.1	YA.....NORTH YAKIMA.....N	4.0	36.7	120	4.40		2.00	3.30		1.20	2.35	10.35AM 10.45 890	7.20PM
	12.05 PM 12.15 <sup>602</sup>			2.00 <sup>280</sup> 2.23 <sup>1-4</sup>		1815	93.1	AH.....SELAH.....D	3.3	32.7	60	* 4.47		* 2.07 280-603	f 3.38		* 1.30	* 2.45	10.55	
	12.35			2.40		1819	96.4	MN.....POMONA.....N	3.9	29.4	120	* 4.53		* 2.18 4	* 3.48		* 1.40	* 2.52	f 11.01	
	1.00			3.00		1822	100.3	.....HILLSIDE.....	4.3	25.5	60	* 5.01		* 2.23	* 3.55		* 1.50 6	* 3.03	f 11.10	
	1.33 2.05 280-4			3.17		1827	104.6	RA.....ROZA.....N	4.6	21.2	120	* 5.10		* 2.30	* 4.05		* 2.00	* 3.12	f 11.18	
	2.33 2.43 <sup>1</sup>			3.43	W	1832	109.2	ON.....CANYON.....N	4.2	16.6	60	* 5.17		* 2.38 889	* 4.15		* 2.12	* 3.20	f 11.30 602	
	3.08			3.57		1836	113.4	UM.....UMTANUM.....N	2.8	12.4	120	* 5.25 258		* 2.45	* 4.22		* 2.22	* 3.30	f 11.37	
	3.30			4.10		1839	116.2	.....INDIO.....	4.8	9.6	60	* 5.30		* 2.51	* 4.29		* 2.30	* 3.35	f 11.43	
	4.00			4.33 4.43 <sup>5</sup>		1843	121.0	RO.....THRALL.....N	4.8	4.8	120	* 5.40		* 2.59	* 4.38 603		* 2.42	* 3.43	f 11.53AM	
	4.30PM 5-603			5.00PM 889	W C S T	1848	125.8	EB.....ELLENSBURG.....N		0.0	Yard	5.50AM 258		3.10PM	4.50PM 889		2.55AM 257	3.55AM 258-41	12.05PM 280	
MON. WED. FRI.	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	8.00	10.00		11.15				Time over District.				4.05		4.00	4.40		4.55	4.15	2.25	1.00
	7.0	7.0		11.2				Average Speed per Hour.				30.8		31.5	26.9		25.5	29.6	24.3	22.4

Registering and Bulletin Stations—Pasco and Ellensburg. Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg. Engineers will not be required to consult register except at initial or starting point. Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima, Toppenish, Wapato, Prosser and Kennewick. Branch Line trains will register at Sunnyside Junction. All trains will come to full stop 200 feet from draw span Columbia River Bridge and will not proceed until bridge is known to be closed and properly secured.

Toppenish is terminal for trains 887, 888, 889 and 890. These trains register at Toppenish. First-class trains when 15 minutes or more late and extra trains running on schedule, will observe same precaution in yard limits at Pasco Prosser, Toppenish, North Yakima and Ellensburg as are required of second and inferior class trains by Rule 298-F. North Yakima is terminal for trains 281 and 282. These trains will register at Sunnyside Junction and North Yakima. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.











**WEST BOUND.**

THIRD CLASS.			2d Class.	FIRST CLASS.		
549	893	545	557	265	263	264
Mixed	Freight	Mixed	Mixed	Passenger	Passenger	Pass
SUNDAY ONLY	DAILY	MONDAY ONLY	EXCEPT SUNDAY	DAILY	DAILY	DA
	9.00PM		8.00AM	5.03PM 264	7.00AM	5

**S. P. & S. RULES AND TIME**

	9.15		8.20	f 5.18	f 7.10	f 5.
	9.25		8.25	f 5.17	f 7.14	5.
	10.00		8.40	f 5.25	f 7.25	5.
	10.20 11.50PM 262-894		4.00AM See 559 P.7	5.37	7.35AM See 267 Page 7	5.
	12.20AM			f 5.51		f 6.
	12.25		EXCEPT SUNDAY	f 5.58		f 6.
	12.35			5.58		6.
	1.00			f 6.10		f 6.
	1.15			f 6.15		f 6.
1.40PM	1.45			6.30		6.
2.05	2.25			6.45		7.
f 2.10	2.35			f 6.50		f 7.
f 2.30	2.45			f 6.55		f 7.
f 2.35	2.55			f 6.58		f 7.
f 2.55	3.25			f 7.08		f 7.
f 3.00	3.50			f 7.15		f 7.
f 3.10	4.10			f 7.22		f 7. 5
f 3.15	4.17			f 7.26		f 7.
f 3.20	4.30			f 7.30		f 7.
			<b>547</b>			
			Mixed DAILY			
3.45PM	5.00AM	7.00AM	10.15AM	7.45PM 262-894		8.
		7.10AM	* 10.21			
			f 10.36			
			f 10.44			
			f 10.51			
			f 10.55			
			f 11.05			
			11.15			
			f 11.21			
			f 11.40			
			f 11.53AM			
			12.10PM			
			f 12.18			
			f 12.32			
			f 12.36			
			12.45PM			
SUNDAY ONLY	DAILY	MONDAY ONLY	DAILY	DAILY	DAILY	DAI
2.05	6.30		2.30	2.42	2.45	
14.8	9.9		13.5	23.0	23.0	

Average Speed per Hour.						
23.0	24.5	13.5	14.4	12.4	15.5	

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. Registering Stations—Pasco, Attalia, Eureka, Walla Walla and Dayton.

All trains will come to full stop before crossing O.-W.R. & N. track between Attalia and Adams, at Walla Walla, and between Huntville and Longs, and O.-W. R. & N. 1 mile west Burbank, and draw at Snake River bridge. No. 547 has right over No. 548 to Dayton.

Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Hunts set for Wallula line. West wye switch at Pasco set for wye switch. Junction switch Attalia set for Walla Walla line.

*Handwritten note:* 24th

**NORTHERN PACIFIC RAILWAY**

Office of the Division Superintendent,  
(PASCO DIVISION)

Pasco, April 27th., 1911.

Bulletin No. 776  
Circular No. 640.

TO ALL CONCERNED:

Effective May 1st., the name of RAY station, situate 42.3 miles west of Pasco on the Walla Walla Branch, is changed to PADDOCK.

J. L. De Force,

Superintendent.

**EUREKA BRANCH. East Bound.**

		Time Table No. 34 Apr. 23, 1911. Suc. No. 33.			3d Class.
		STATIONS.			552
Station Nos., Water, Coal	Distance from Eureka	Telegraph Offices and Calls	Distance from Pleasant View	Capacity of Passing Tracks	Mixed SUNDAY ONLY
K A 22 Y	0.0	JC..... EUREKA..... D 2.2	19.4	40	1.30PM
K E 2	2.2	..... BABCOCK..... 2.4	17.2	20	f 1.10
K E 4	4.6	..... LEE..... 3.1	14.8	35	f 1.00
K E 7	7.7	..... ELWOOD..... 3.8	11.7	20	f 12.45
K E 12 W	11.5	..... CLYDE..... 1.6	7.9	39	f 12.25
K E 13	13.1	..... PICKARD..... 1.7	6.3	19	f 12.10PM
K E 15	14.8	..... RESER..... 4.6	4.6	20	f 11.59AM
K E 19 T	19.4	..... PLEASANT VIEW.....	0.0	40	11.40AM

Registering Station—Eureka. No. 551 has right to Pleasant View over No. 552.

**ATHENA BRANCH. East Bound.**

		Time Table No. 34 Apr. 23, 1911. Suc. No. 33.			2d Class.
		STATIONS.			554
Station Nos., Water, Coal	Distance from Smeltz	Telegraph Offices and Calls	Distance from Athena	Capacity of Passing Tracks	Mixed Mon., Wed., Fri.
K C 19 Y	0.0	..... SMELTZ..... 3.6	14.5	25	12.10PM
K D 4	3.6	..... HILLSDALE..... 2.5	10.9	21	f 12.01PM
K D 6	6.1	..... WAYLAND..... 2.6	8.4	22	f 11.50AM
K D 9	8.7	..... WATERMAN..... 5.8	5.8	30	f 11.40
K D 14 W Y	14.5	CV..... ATHENA..... D	0.0	45	11.25AM

Registering Stations—Athena and Smeltz. No. 553 has right to Athena over No. 554.

**TRACY BRANCH. East Bound.**

		Time Table No. 34 Apr. 23, 1911. Suc. No. 33.			3d Class.
		STATIONS.			556
Station Nos., Water, Coal	Distance from Mill Creek Jct.	Telegraph Offices and Calls	Distance from Tracy	Capacity of Passing Tracks	Mixed MONDAY ONLY
K A 54	0.0	..... MILL CREEK JCT..... 1.5	5.9	00	* 8.20AM
K B 3	1.5	..... HECTOR..... 1.9	4.4	00	f 8.17
K B 5	3.4	..... HARBERT..... 1.2	2.5	20	f 8.14
K B 6	4.6	..... KIBBLER..... 1.3	1.3	00	f 8.07
K B 7	5.9	..... TRACY.....	0.0	20	8.00AM

No. 555 has right to Tracy over No. 556. Registering Station—Mill Creek Junction

WEST BOUND.

t Bound. EUREKA BRANCH. East Bound.

Table with columns for Third Class, 2d Class, and First Class. Includes station names like 549, 893, 545, 557, 265, 263, 261, 262, 266, 264, 562, 540, 546, 894, 550, 551, 552 and various time and distance data.

Table for Time Table No. 34, Apr. 23, 1911, Suc. No. 83. Includes stations like 551, 552 and time/distance data.

S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND AINSWORTH-SEE SPECIAL RULES, PAGE 8.

Main table with columns for time, station names (e.g., AINSWORTH, BURBANK, ATTALIA, ADAMS, LEGROW, SLATER, WELLAND, ADKINS, EUREKA, LAMAR, SHAW, RAY, CLIMAX, RULO, THEIL, DRY CREEK, SUDBURY, WATERLOO, WALLA WALLA, MILL CREEK JCT, EVANS, STANFIELD, BUROKER, SPRING CREEK, GILLIAM, DIXIE, EASTMAN, MINNICK, COPPEL, WAITSBURG, HUNTSVILLE, LONGS, KLUM, DAYTON), distance from Dayton, and capacity of passing tracks.

Table for Time Table No. 34, Apr. 23, 1911, Suc. No. 83. Includes stations like 551, 552 and time/distance data.

Registering Station—Eureka. No. 551 has right to Pleasant View over No. 552.

West Bound. ATHENA BRANCH. East Bound.

Table for Time Table No. 34, Apr. 23, 1911, Suc. No. 83. Includes stations like 553, 554 and time/distance data.

Registering Stations—Athena and Smeltz. No. 553 has right to Athena over No. 554.

West Bound. TRACY BRANCH. East Bound.

Table for Time Table No. 34, Apr. 23, 1911, Suc. No. 83. Includes stations like 555, 556 and time/distance data.

No. 555 has right to Tracy over No. 556. Registering Station—Mill Creek Junction.

Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Hunts set for Wallula line. West wye switch at Pasco set for wye switch. Junction switch Attalia set for Walla Walla line.

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. Registering Stations—Pasco, Attalia, Eureka, Walla Walla and Dayton. All trains will come to full stop before crossing O.-W.R. & N. track between Attalia and Adams, at Walla Walla, and between Huntsville and Longs, and O.-W. R. & N. 1 mile west Burbank, and draw at Snake River bridge. No. 547 has right over No. 548 to Dayton.

**WEST BOUND.**

**SUNNYSIDE BRANCH.**

**EAST BOUND.**

**FIRST CLASS TRAINS.**

273		271		Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	Time Table No. 34. Apr. 23, 1911 Succeeding No. 33.		Distance from Sunnyside	Capacity of Passing Tracks	FIRST CLASS TRAINS.	
Passenger	Passenger	STATIONS.	Telegraph Offices and Calls				272	274				
DAILY	DAILY						DAILY	DAILY				
8:37PM	7:25AM			1788	0.0	SUNNYSIDE JUNCTION.....	3.2	19.8	No Sdg.	9.40AM c 279 p 4	6.20PM c 281 p 4	
8:49	7:35			I B 3	3.2	GRANGER.....D	5.0	16.6	50	9.30	6.10	
4:07	7:55			I B 8	8.2	OUTLOOK.....D	3.8	11.6	30	9.10	5.48	
4:22	8:10	W		I B 12	12.0	SUNNYSIDE.....D	4.0	7.8	60	8.55	5.30	
4:29	8:17			I B 16	16.0	LICHTY.....	3.8	3.8	20	8.47	5.22	
4:42PM 274	8:30AM 272	Y		I B 20	19.8	GRAND VIEW.....D		0.0	30	8.40AM 271	5.15PM 273	
DAILY	DAILY									DAILY	DAILY	

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction  
 Registering Stations—Grand View and Sunnyside Junction  
 Standard Clock—North Yakima.

**WEST BOUND.**

**PENDLETON BRANCH.**

**EAST BOUND.**

THIRD CLASS.		FIRST CLASS		Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Hunts	Time Table No. 34. Apr. 23, 1911. Succeeding No. 33.		Distance from Pendleton	Capacity of Passing Tracks	FIRST CLASS.		THIRD CLASS.	
561	269	STATIONS.	Telegraph Offices and Calls			270	558			544			
Mixed	Passenger					Passenger	Mixed			Mixed			
EXCEPT SUNDAY	DAILY			I G 16 W Y C	0.0	HUNTS.....	11.1	40.4	100	3.15PM See 287	11.30AM See 560	1.40PM See 542	
4.10AM	8.00AM			K C 11	11.1	RING.....	4.6	29.3	32	2.48	10.42	12.52	
5.00	f 8.30			K C W 16	15.7	VAN CYCLE.....	2.4	24.7	27	2.35	10.22	12.32	
5.25	f 8.50			K C 18	18.1	STANTON.....	1.4	22.3	38	2.30	10.10	12.20	
5.35	f 9.00			K C 19 Y	19.5	SMELTZ.....	1.0	20.9	25	2.27	10.05	12.15PM 10.00AM	
5.45	f 9.05			K C 20	20.5	APEX.....	3.0	19.9	14	2.23	9.50	9.50	
5.50	f 9.10			K C 23 W	23.5	HELIIX.....D	4.6	16.9	58	2.15	9.40	9.40	
6.05	9.18			K C 28	28.1	MYRICK.....	4.1	12.3	50	2.03	9.27 8.22 269	9.27 9.22 269	
6.20	f 9.27 558-544			K C 32	32.2	McCORMMACH.....	1.4	8.2	13	1.51	9.00	9.00	
6.35	f 9.36			K C 33	33.6	FULTON.....	6.2	6.8	32	1.48	8.55	8.55	
6.40	f 9.40				39.8	O-W. R. & N. CROSSING..... No Connection 0.6		0.6					
7.00AM	10.00AM			K C 40 W C T	40.4	PENDLETON.....D		0.0	39	1.30PM	8.30AM	8.30AM	
EXCEPT SUNDAY	DAILY									DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.	
2.50	2.0					Time over District				1.45	3.0	3.10	
14.2	20.1					Average Speed per Hour				22.8	13.4	12.7	

No. 269 has right over No. 270 to Pendleton. No. 561 has right over Nos. 558 and 544 to Pendleton.  
 Registering Stations—Pendleton and Smeltz.  
 All trains will come to full stop before crossing O-W. R. & N. track at Pendleton.  
 Trains must not exceed six miles per hour in city limits of Pendleton.

**WEST BOUND.**

**SNAKE RIVER BRANCH.**

**EAST BOUND.**

FIRST CLASS		Water, Coal, Scales	Station Numbers	Distance from Pasco	Time Table No. 34. Apr. 23, 1911 Succeeding No. 33.		Distance from Lewiston Junction	Capacity of Passing Tracks	FIRST CLASS	
285	286				STATIONS.	Telegraph Offices and Calls			Passenger	
DAILY	DAILY								DAILY	
5.10AM	WC TY	1721	0.0	PASCO.....	26.2	66.6	1200	11.20PM		

S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.

6.00	K F 23	26.2	SR.....	SNAKE RIVER JCT.....N	5.3	40.4	0	10.30
f 6.14	K F 29	31.5		WALKER.....	6.7	35.1	60	f 10.14
f 6.30	K F 35	38.2	W	WINDUST.....	8.5	28.4	90	f 9.57
f 6.47	K F 44	46.7		HARDER.....	7.0	19.9	0	f 9.40
f 7.01	K F 51	53.7		DAVIN.....	4.4	12.9	30	f 9.25
f 7.15	K F 55	58.1	W	PERRY.....D	8.5	8.5	90	f 9.15
7.30AM	K F 64	66.6		O-W. R. & N. Csg.—No Connection. AX.....LEWISTON JCT.....N		0.0	60	8.55PM
DAILY								DAILY
2.20				Time over District				2.25
28.8				Average Speed per Hour				27.8

**SNAKE RIVER BRANCH**

Registering Stations—Snake River Jct.; Lewiston Jct.  
 All trains must come to full stop before crossing O-W. R. & N. track at Lewiston Junction.  
 Reduce speed to 15 miles per hour through tunnel No. 1, 1 1/2 miles east of Harder.  
 East bound trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.

**WEST BOUND.**

**WALLULA BRANCH.**

**EAST BOUND.**

THIRD CLASS TRAINS.			FIRST CLASS		Station Numbers	Time Table No. 34. Apr. 23, 1911 Succeeding No. 33.		Distance from Wallula	FIRST CLASS		THIRD CLASS TRAINS.			
559	911	909	287	267		268	288		910	912	560	542		
Mixed	Freight	Freight	Passenger	Passenger		Passenger	Passenger		Freight	Freight	Mixed	Mixed		
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY										
4.00AM	11.50PM	10.30PM		7.35AM	I G 9	A.....ATTALIA.....D	0.7	2.5	8.35PM c 264 p 6	11.50PM c 893 p 6	12.30AM c 894 p 6	11.40AM c 562 p 6	1.50PM c 540 p 6	
4.10AM				3.15PM	I G 16	O-W. R. & N. CROSSING..... No Connection 0.8		1.8	See 269					
See 561-P.7	11.59PM	11.00PM	3.20PM	7.45AM	I G 17	HUNTS.....	1.0	1.0	8.00AM			11.30AM	1.40PM	
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY		JN.....WALLULA.....N		0.0	7.50AM	3.25PM	11.30PM	12.10AM		
									DAILY	DAILY	DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.

All trains will come to full stop before crossing O-W. R. & N. track between Attalia and Hunts.  
 Registering Stations—Wallula and Attalia.

**COMMERCIAL SPURS.**

DISTANCE FROM PASCO.		Car Cap'y
Holmes.....	125.3 Miles	
<b>WALLA WALLA BRANCH.</b>		
Dumas.....	92.1 "	5

Second Class Trains				Time Table No. 34				Second Class Trains			
533				April 23, 1911				534			
Succeeding No. 33				STATIONS				Succeeding No. 33			
Mixed	Station Nos.	Distance		Distance	Capacity	Mixed		Distance	Capacity	Mixed	
Tues	Water	From		From	Passing	Mon		From	Passing	Wed	
Sat	Coal	Connell		Adco	Trucks	Fri		Adco	Trucks	Fri	
	Wye										
7.00AM	W C Y 1686	0.0		CONNELL.....	60.8	120		2.30PM			
7.40	KI 10	10.4		VAUGHN Spur.....	50.4	20		1.50			
8.15	KI W 17	16.9		BRUCE.....	48.9	50		1.25			
8.45	KI 25	25.7		WEST WARDEN Spur.....	85.1	40		12.55			
9.05	KI 31	30.9		RITELL.....	29.9	40		12.35			
9.10	Y	31.4		BASSETT JCT.....	29.4	00		12.30PM			
10.45	KI 32			7.8				10.30AM			
11.15AM	W KI 39	39.2		WHEELER.....	21.6	50		10.00			
12.10PM	KI 49	49.7		GLOYD Spur.....	11.1	20		9.20			
12.45PM	KI 60	60.8		ADCO.....	0.0	00		8.45AM			
5.45				Time over District				5.45			
10.5				Average Speed per Hour				10.5			

Switch at Adco to be set and locked for Washington Central Branch.

Registering and bulletin station, Connell

Second Class Train				Time Table No. 34				Second Class Trains			
537 535				April 23, 1911				536 538			
Succeeding No. 33				STATIONS				Succeeding No. 33			
Mixed	Station Nos.	Distance		Distance	Capacity	Mixed		Distance	Capacity	Mixed	
Wed	Water	From		From	Passing	Tues		From	Passing	Sat	
Sat	Coal	Bassett		Schragg	Trucks	Wed		Schragg	Trucks	Wed	
	Wye	Junction									
10.30AM	KI 32	0.0		BASSETT JCT.....	12.3	00		See 533		See 534	
11.15AM	W KJ 12	12.3		SCHRAGG.....	0.0	50		10.00AM		11.40AM	
.45				Time over District				.45		.45	
16.4				Average Speed per Hour				16.4		16.4	

Train No. 537 has right over train No. 538.  
Train No. 535 has right over train No. 536.

TONNAGE RATING—FREIGHT ENGINES.

DISTRICTS.	ENGINES.								
	Class W		Class S 4		Class F 1		Class D 3 & E 1		
	A	B	A	B	A	B	A	B	
1st District.									
Pasco to Cheney with helper, Cunningham to Providence and Sprague to Fishtrap.....	1800		1250		1200		965		
Without helper.....	1400		900		750		620		
Cheney to Lind without helper.....	1800		1250		1200		650		
Lind to Providence with helper.....	3500		1250		1200		650		
Providence to Pasco.....	60 cars.		60 cars.		60 cars.		40		
2nd District.									
Pasco to Badger.....	1700		1150		1100		741		
Badger to Ellensburg.....	1900		1350		1300		890		
Ellensburg to Kiona.....	70 cars.		60 cars.		60 cars.		1235		
Kiona to Pasco.....	2700		1600		1500		938		

LOCATIONS OF DERAILING SWITCHES.

FIRST DISTRICT.

Sprague.....	West end Mill spur
Paha.....	West end house track
Lind.....	West end No. 2 siding
Lind.....	Old coal dock track
Beatrice.....	Spur
Cunningham.....	West end elevator track
Cunningham.....	West end house track
Cunningham.....	West end coaling spur
Hatton.....	West end house track
Hatton.....	West end elevator spur
Emery.....	West end elevator track

SECOND DISTRICT.

Vista.....	East end of east bound passing track
Vista.....	East end of spur off west passing track

WALLA WALLA BRANCH.

Coppel.....	West end
Eastman.....	East end
Gilliam.....	East end
Spring Creek.....	East end
Buroker.....	East end
Stanfield.....	West end
Waterloo.....	East end
Dry Creek.....	West end
Thiel.....	West end
Rulo.....	West end
Climax.....	West end
Ray.....	East end
Shaw.....	East end
Lamar.....	East end
Welland.....	East end

EUREKA BRANCH.

Babcock.....	East end
Reser.....	East end

PENDLETON BRANCH.

Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
Fulton.....	West end

ATHENA BRANCH.

Hillsdale.....	East end
Wayland.....	West end
Waterman.....	West end

TRACY BRANCH.

Kibbler.....	On main line
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LOCATIONS OF TRACK CONNECTIONS.

Wallula.....	O-W. R. & N. Co.
Pasco.....	S., P. & S. Ry.
North Yakima.....	North Yakima & Valley R. R.
North Yakima.....	O-W. R. & N. Co.
Granger.....	North Yakima & Valley R. R.
Snake River Junction.....	S., P. & S. Ry.
Lewiston Junction.....	Camas Prairie R. R.
Lewiston Junction.....	O-W. R. & N. Co.
Lind.....	C., M. & P. S. Ry.
Dayton.....	O-W. R. & N. Co.
Kennewick.....	O-W. R. & N. Co.

All trains be Northern Pa leave Pasco or Al

TONNAGE RATING—FREIGHT ENGINES.

DISTRICTS.	ENGINES.							
	Class S 4		Class F 1		Class D 3 & E 1 Moguls		Class B & C 8 Wheel Stand-ards	
	A	B	A	B	A	B	A	B
Pasco to Hunts.....	1500		1500		1200		900	
Hunts to Walla Walla.....	550		550		350		250	
Walla Walla to Dayton.....	500		500		300		200	
Dayton to Walla Walla.....	550		550		300		200	
Walla Walla to Hunts.....	800		800		550		350	
Hunts to Pasco.....	1500		1500		1200		900	
Hunts to Apex.....	325		325		225		175	
Apex to Pendleton.....	800		800		600		500	
Pendleton to Apex.....	500		500		300		200	
Apex to Hunts.....	20 cars.		20 cars.		20 cars.		20 cars.	
Smeltz to Athena.....	325		325		240		175	
Athena to Smeltz.....	550		550		350		225	
Eureka to Pleasant View.....	600		600		400		275	
Pleasant View to Eureka.....	1000		1000		800		600	
Walla Walla to Tracy.....	525		525		240		175	
Tracy to Walla Walla.....	20 cars.		20 cars.		20 cars.		20 cars.	

Surgeons will NESS it is the int for which distinct

Railway Office needed. When st In the event of a

RULE 20 no orders, and t out reducing sp the signal will have orders for has passed thr and this the tr played Under A

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Operator dred (300) fee ceding operato

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If block engine is with for block by f

## SPECIAL RULES AND INSTRUCTIONS FOR BLOCK OPERATION BETWEEN PASCO AND KENNEWICK

All trains between Pasco and Kennewick will be operated by Block Cards.

No train will occupy track between these points unless Conductor and Engineer hold authority conferred by Block Card, Form B. C.

Conductor and Engineer must each have a copy of this Block Card.

### SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

The following branches will be operated under the Staff System:

Eureka Branch.

Athena Branch.

Tracy Branch.

Staff will be located in a box at each junction.

All trains (whether scheduled or not) using these branches must have staff in their possession.

When properly authorized to use the track without staff it must be done under protection of flag.

For completion of dispatcher's record of movements, operator at main line junction will telegraph copy of register, showing:

(a) Arrival.

(b) Departure.

(c) Mileage made on branch.

If no operator at junction point, Conductor will telegraph this information from first open telegraph office.

### SPECIAL RULES AND INSTRUCTIONS.

All trains between Ainsworth and Pasco will be handled by S. P. & S. Northern Pacific trains in this territory will be governed by S. P. & S. time tables and Special Rules, and will not leave Pasco or Ainsworth Junction until they receive orders or a clearance authorizing use of this track.

A telephone has been placed in booth at Ainsworth Junction and trains will report into clear at that point unless otherwise instructed.

These instructions do not relieve Northern Pacific trains from receiving N. P. clearance at Pasco.

### AUTHORIZED SURGEONS, PASCO DIVISION.

#### LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon,  
Western Division, Tacoma.

DR. J. P. AYLEN, Chief Surgeon,  
Central Division, Missoula.

DR. N. F. ESSIG, Spokane (S).

DR. F. P. WITTER, Spokane (S)

DR. E. F. POPE, Spokane

Baggage Room, Tool  
Car No. 1, Tool Car  
No. 2, Yardmasters  
Office.

DR. X. L. ANTHONY, (Oculist) Spokane

DR. F. A. POMEROY, Cheney.

DR. J. E. BITTNER, Sprague (S).

DR. F. R. BURROUGHS, Ritzville (S).

DR. CHARLES BALLANCE, Connel

DR. J. P. DRISCOLL, Pasco (S) { Passenger Station, Freight  
Station, Tool Car.

DR. H. B. O'BRIEN, Pasco

DR. A. DeY. GREEN, Prosser.

DR. H. M. JOHNSON, Toppenish.

DR. C. J. LYNCH, North Yakima (S)

DR. J. C. McCAULEY, Ellensburg (S).

DR. E. E. SHAW, Walla Walla (S).

DR. G. J. SMITH, Pendleton (S).

DR. F. H. COONE, Lamont.

### NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a reg-

ularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

### RULING IN REGARD TO TELEGRAPH BLOCK SIGNALS.

(Always have for reference copy of Block Signal Rules)

**RULE 20**—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to Clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that the operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in each case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Blocn System Operation.

**RULE 43**—Any train which has taken siding at a block station must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Except during obscure weather permissive block to helper engines will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station, and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received, train must STOP. The same rule applies to train standing at station, whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions, and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grades, trains may proceed when block is occupied by work trains if provided with Caution Card stating that work train is in block. Work trains provided with Caution Card will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under Caution Card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain Caution Card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with Caution Card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or received further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train, it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office, the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction, Caution Cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights, permitting it to go, but block rights also.

When a train receives orders at a blind siding by telephone as per Rules 53 and 54, conductors will take order in writing, repeat it back to the operator; after getting complete will deliver a copy to the engineer.

JAMES SHANNON, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

F. R. BARTLES, Trainmaster, Pasco.

